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Approved For Release 2003/08/11 : CIA-RDP82-00457R005900130007-0

INFORMATION REPORT

COUNTRY Germany (Russian Zone)

SUBJECT Building of Fishing Cutters

25X1
DATE DISTR. 26 Sept. 1950
NO. OF PAGES 2

25X1
PLACE ACQUIRED
DATE OF INFO.

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1. The reparations program which was in force prior to late June 1950, which had provided for the construction of 10 cutters in 1950, has expired. The [redacted] cutters built by the Gehlhaar Shipyard were [redacted] already delivered; [redacted] in the process of being accepted and to leave the yard in early July 1950; and [redacted] had to have their interior installations completed before being presented for acceptance. The vessels were accepted by Soviet representative Minayev, (fnu), of the Neptun Yard. The former acceptance agent, Eng. Vlaskin, (fnu), was transferred to Wismar. In late June 1950, a building program for 10 large 120-ton cutters for the fishing administration was in progress.
2. The new reparations program for 1951 was published by the SCC in Karlsruhe. Twenty composite cutters, half iron, half wood and 18 meters long, were to be built according to the plans of the Klaus Engelbrecht Shipyard, Koepenick. The Soviet Ministry of Fisheries had Professor Rosenberg's, (fnu), office prepare a reparations program.* The publication of the reparations program was made early so that the required workshop drawings could be prepared.
3. The Gehlhaar Shipyard received an order to build three more cutters in 1950 since the Damgarten Shipyard had failed. The latter nationalized plant, located on the outlet lagoon, fell far below its reparations quota for 1949. Of the quota of 85 cutters only 38 were built and these were turned over to the fisheries due to their bad quality.
4. Prior to being presented for acceptance the vessels built in the Gehlhaar shipyard must undergo an eight-hour preliminary trial run arranged by the shipyard. After the acceptance they are manned by Soviet personnel wearing civilian clothes. However, it can hardly be doubted that they are military or naval personnel, since they were heard to use military ranks in conversation.
5. It is planned to enlarge the shipyard and make it the repair yard for the German coastal fishing fleet (Logger Flotte). It is suitable for the repair and construction of vessels up to 1,000 tons. A survey of the site has already been made. The Warnow River, which is only 3 meters deep alongside the two fitting-out platforms will be deepened to 5 meters. The central channel is already 6 meters deep. A second engine-building

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shop, about 70x30 meters, was under construction. The slip area will be enlarged and two new slips capable of taking vessels up to 1,000 tons will be erected. Eighty workmen are already digging the premises of the yard. The shipyard will also be equipped with a 5-ton traveling crane. The high-voltage current for the shipyard is supplied by the Brama electric power station in Rostock. The expansion program for the yard is vigorously fostered by the Soviets.

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* Comment. Probably the designing office of Professor Romberg on Leipzigerstrasse, Berlin.

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